

FIG. 1

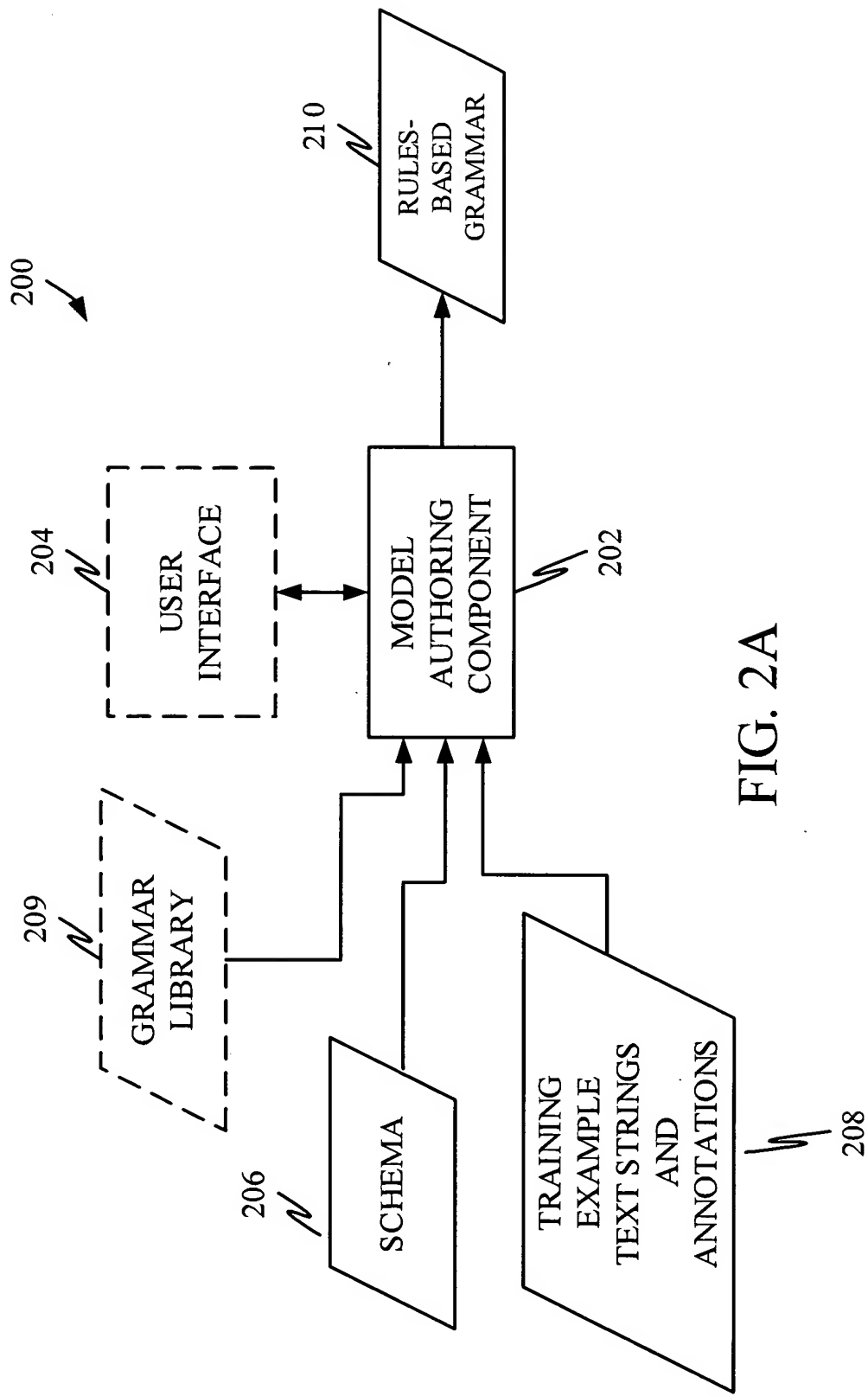


FIG. 2A

```

<Command type="ShowFlight">
  <slot type="Flight"/>
</command>
<object type="Flight">
  <slot type="Time" name="Depart"/>
  <slot type="Time" name="Arrival"/>
  <slot type="City" name="Depart"/>
  <slot type="City" name="Arrival"/>
</object>

```

FIG. 2B

1. <ShowFlight> → <ShowFlightCmd><ShowFlightProperties>
2. <ShowFlightProperties> → <ShowFlightProperty><Opt.><ShowFlightProperties>
3. <ShowFlightProperty> → <ShowFlightPreFlight><Flight><ShowFlightPostFlight>
4. <Flight> → <FlightProperties>
5. <FlightProperties> → <FlightProperty><Opt.><FlightProperties>
6. <FlightProperty> → <FlightPreDepartureCity><City><FlightPostDepartureCity>
7. <FlightProperty> → <FlightPreArrivalCity><City><FlightPostArrivalCity>
8. <FlightProperty> → <FlightPreDepartureTime><Time><FlightPostDepartureTime>
9. <FlightProperty> → <FlightPreArrivalTime><Time><FlightPostArrivalTime>
- ⋮

FIG. 2C

"Flight from Seattle to Boston" 213

<ShowFlight>
 <Flight>
 <City name = "Arrival">
 <Boston>
 </City>
 <City name = "Departure">
 <Seattle>
 </City>
 </Flight>
</ShowFlight> 214

FIG. 2D

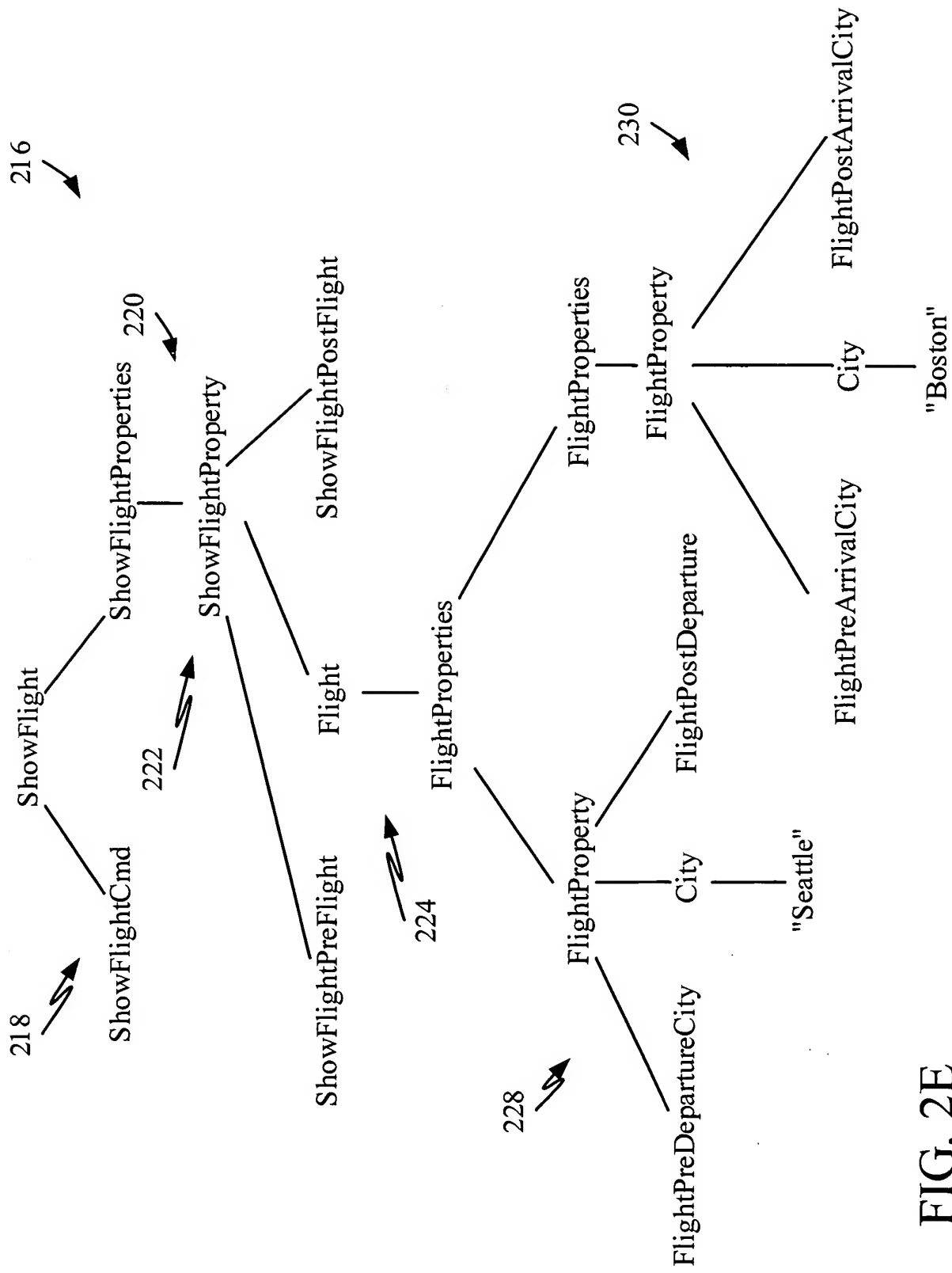


FIG. 2E

Example	Possible Preterminals	
From	ShowFlightCmd	FlightPreDepartureCity
Flight from	ShowFlightCmd	FlightPreDepartureCity
Flight to	ShowFlightCmd	FlightPreArrivalCity

FIG. 2F

Possible Re-write Rule	Count	Probability	\bar{C}
SFCmd $\rightarrow \epsilon$ (empty set)	$1/2 + 1/3 + 1/3 = 7/6$	$7/18$	$7/10$
SFCmd \rightarrow from	$1/2 = 3/6$	$3/18$	$3/10$
SFCmd \rightarrow flight	$1/3 + 1/3 = 4/6$	$4/18$	\vdots
SFCmd \rightarrow flight from	$1/3 = 2/6$	$2/18$	
SFCmd \rightarrow flight to	$1/3 = 2/6$	$2/18$	
FPDCity $\rightarrow \epsilon$	$1/2 + 1/3 = 5/6$	$5/12$	
FPDCity \rightarrow from	$1/2 + 1/3 = 5/6$	$5/12$	
FPDCity \rightarrow flight from	$1/3 = 2/6$	$2/12$	
FPACity $\rightarrow \epsilon$	$1/3 = 1/3$	$1/3$	
FPACity \rightarrow to	$1/3 = 1/3$	$1/3$	
FPACity \rightarrow flight to	$1/3 = 1/3$	$1/3$	

FIG. 2G

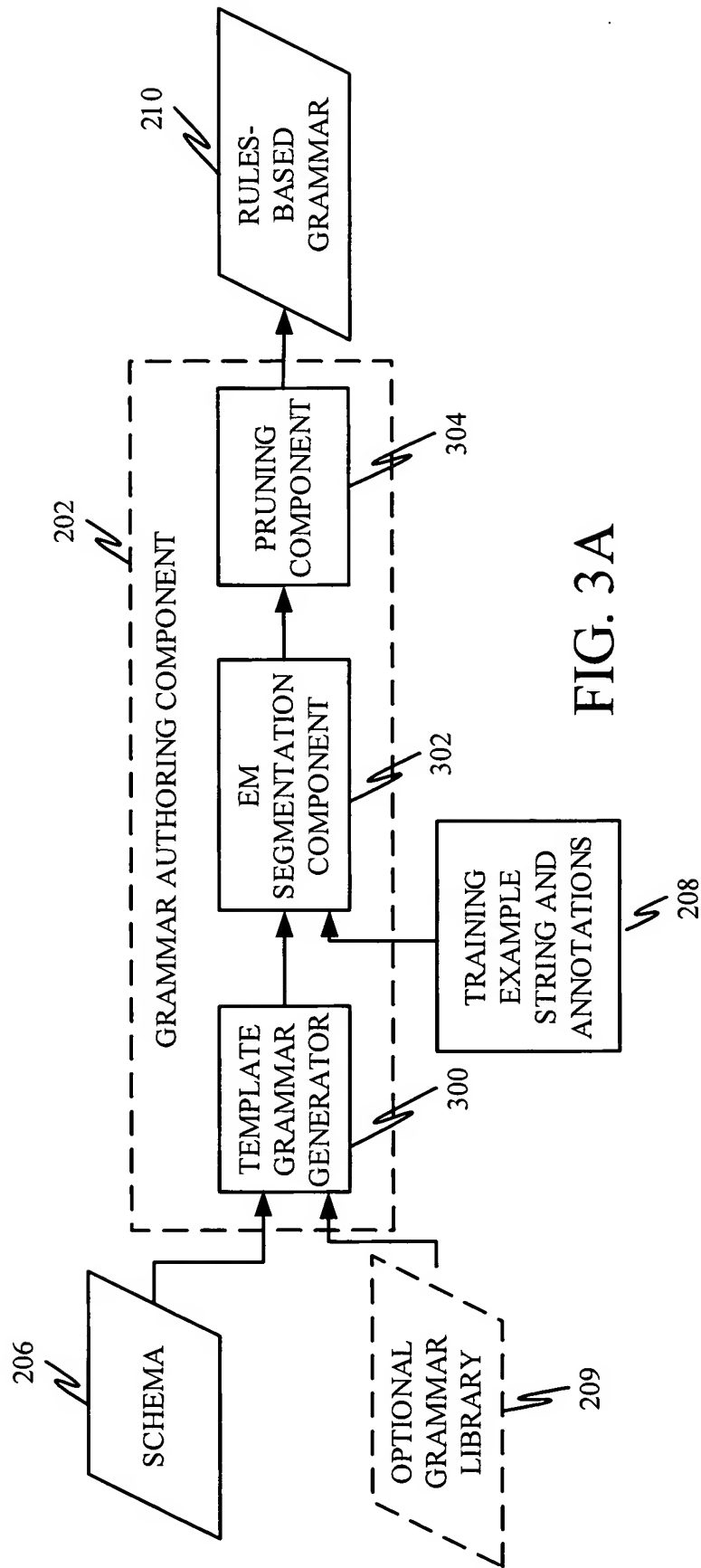


FIG. 3A

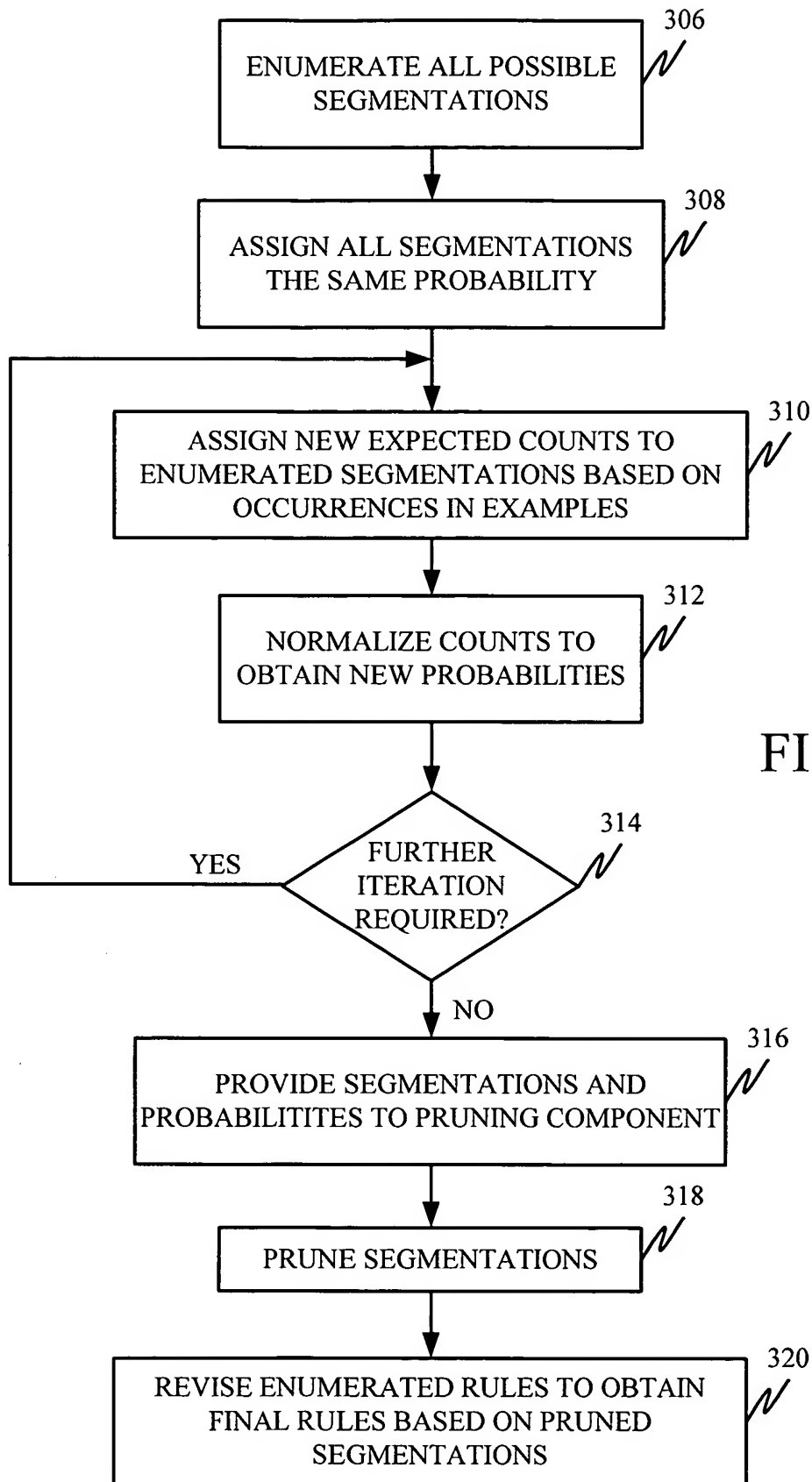


FIG. 3B

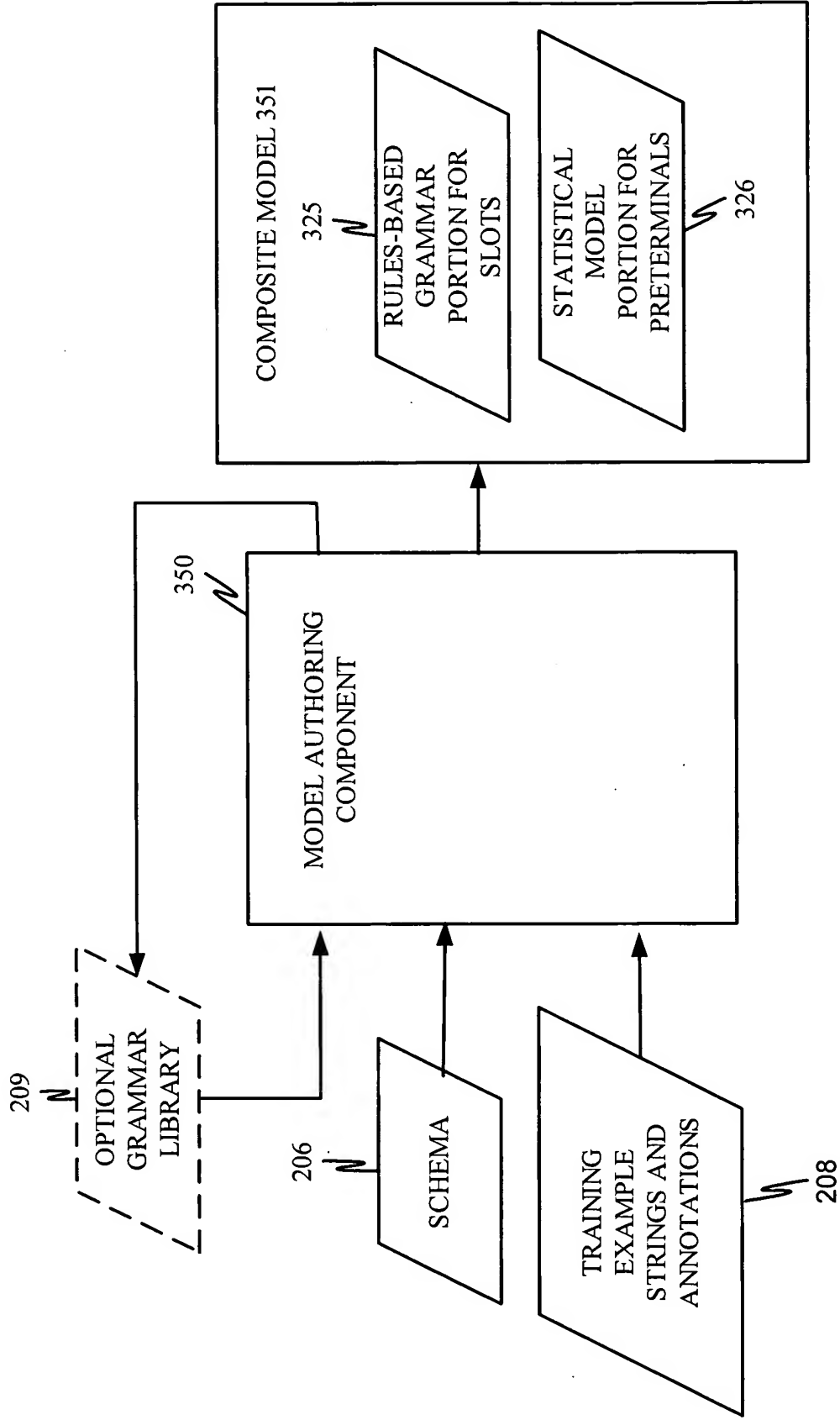


FIG. 4

ShowFlightCmd→ ϵ
ShowFlightCmd→show
ShowFlightCmd→show me
ShowFlightCmd→show me the
ShowFlightCmd→show me the flight

FIG. 5

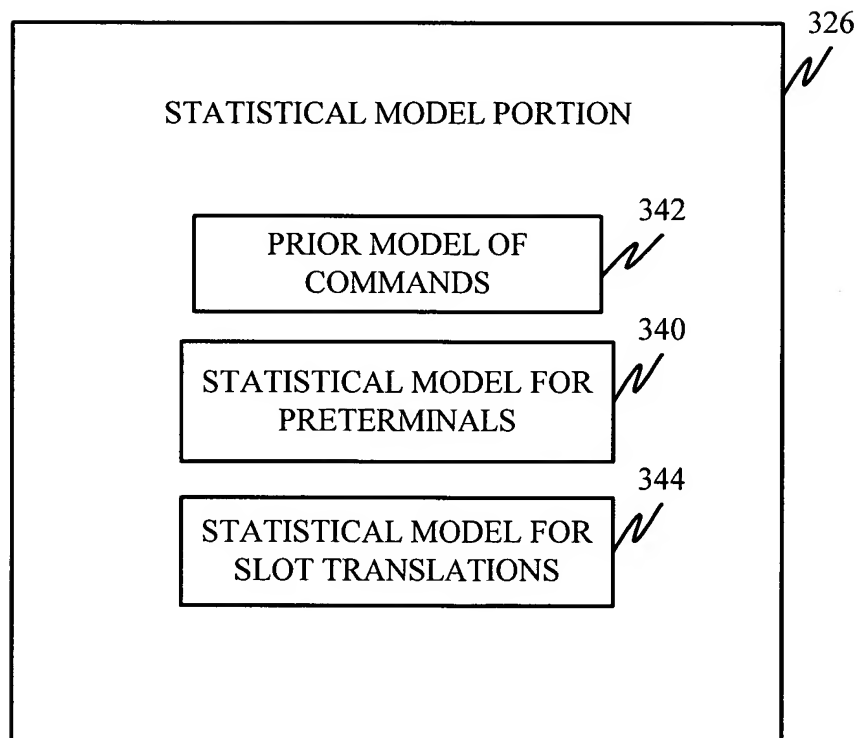


FIG. 6

```

<command name="NewAppt">
  <slot type="Person" name="Attendee"/>
  <slot type="Time" name="StartTime"/>
</command>

```

FIG. 7

```

<C_NewAppt> → <NewApptCmd> {<NewApptProperties>}
<NewApptProperties> → <NewApptProperty>
                      {<NewApptProperties>}
<NewApptProperty> → <NewApptAttendeeProperty> |
                    <NewApptStartTimeProperty>
<NewApptAttendeeProperty> →
    {<PreAttendee>} <Person> {<PostAttendee>}
<NewApptStartTimeProperty> →
    {<PreStartTime>} <Time> {<PostStartTime>}

```

FIG. 8

```

<NewAppt>
  <Attendee type="Person">Peter</Attendee>
  <StartTime type="Time">five</StartTime>
</NewAppt>

```

FIG. 9

```

<NewApptCmd> → new meeting
<PreAttendee> → with

```

FIG. 10

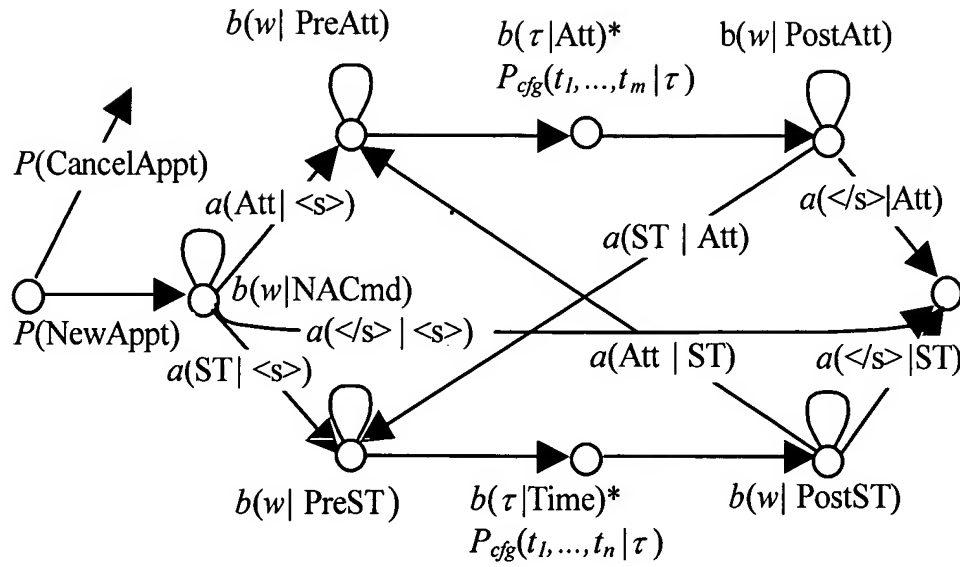


FIG. 11

Initialize the model λ with uniform parameterization
do {
 foreach $NT \rightarrow a$ in λ
 Compute the expected count $C(NT \rightarrow a)$ with dynamic programming
 foreach NT , set its n-gram parameters in the new model λ' :
 Partition all the rules for NT into training and held-out sets;
 For the rules $NT \rightarrow a$ in the training set, train the n-gram model for
 NT using a with the expected count $C(NT \rightarrow a)$
 Estimate the model smoothing parameters with the held-out counts
via
 deleted interpolation.
} **while** (Perplexity(Sample | λ) – Perplexity(Sample | λ') > threshold)

FIG. 12

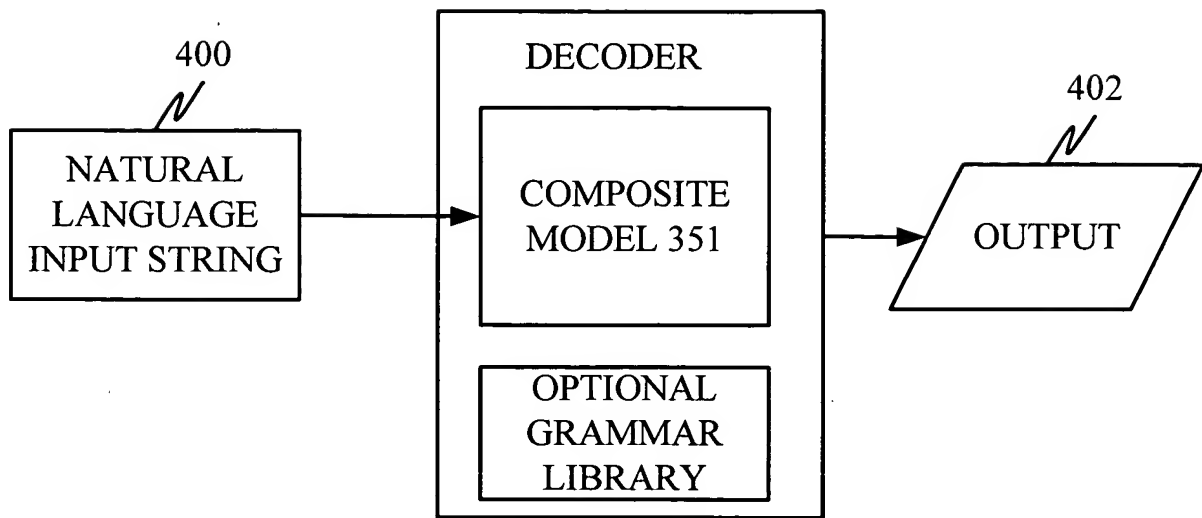


FIG. 13

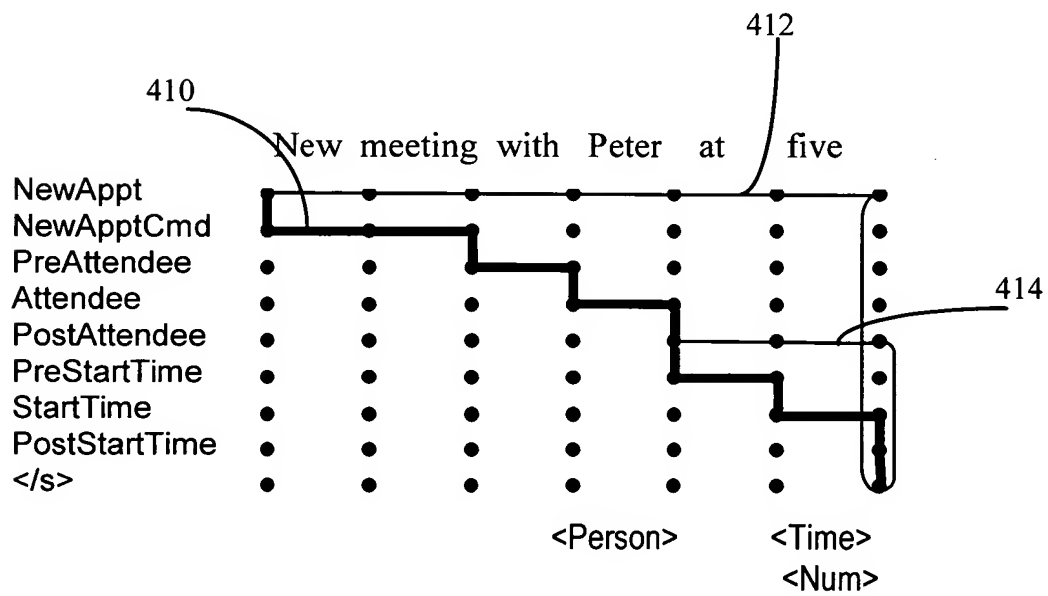


FIG. 14

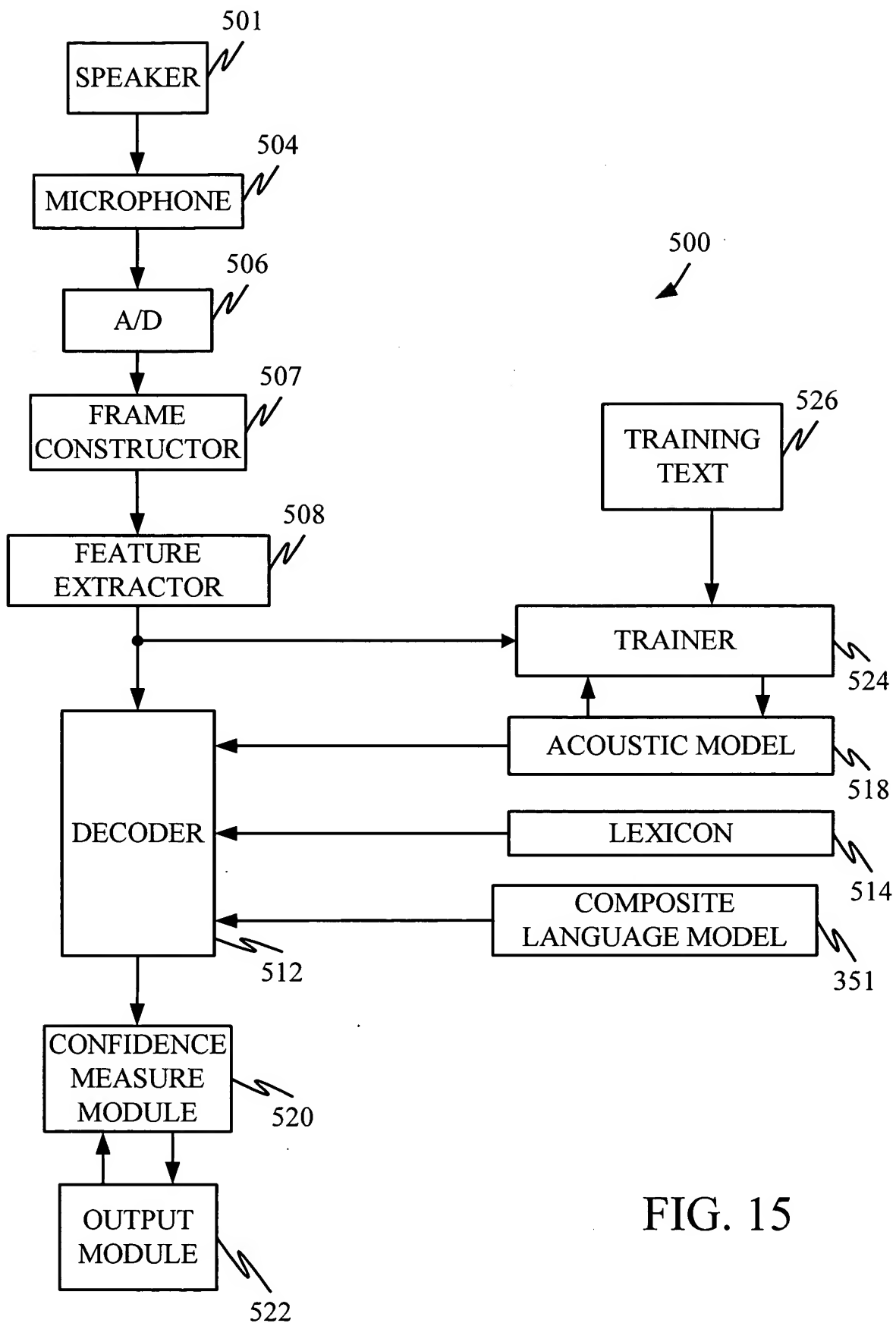


FIG. 15

600



```
<task name = "ShowFlight">  
    <slot type = "City" name = "ACity"/>  
    <slot type = "City" name = "DCity"/>  
</task>  
<task name = "GroundTransport">  
    <slot type = "City" name = "City"/>  
    <slot type = "Transport_Type" name = "TType"/>  
</Task>
```

FIG. 16

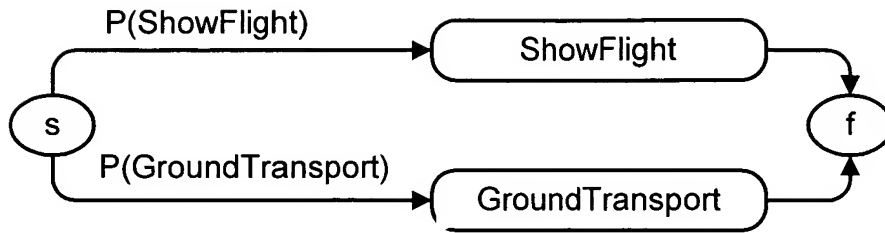


FIG. 17A

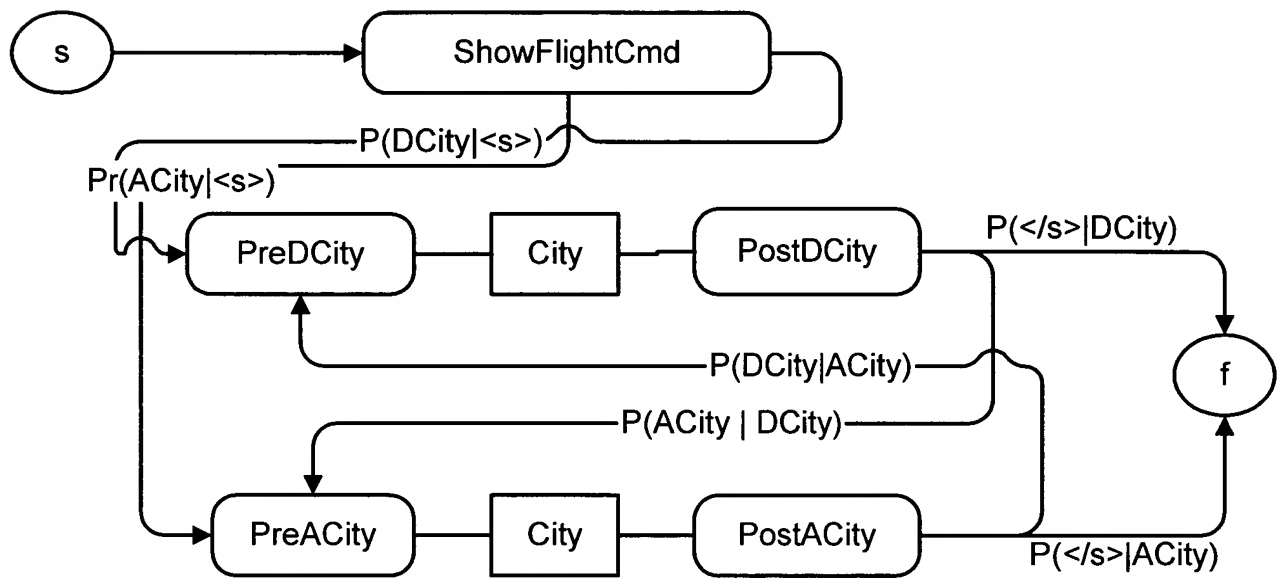


FIG. 17B

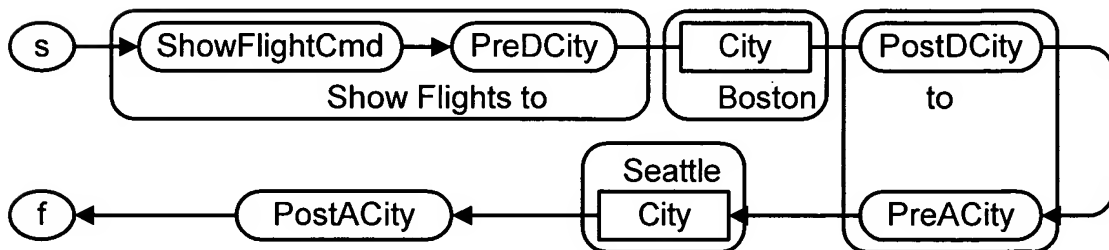
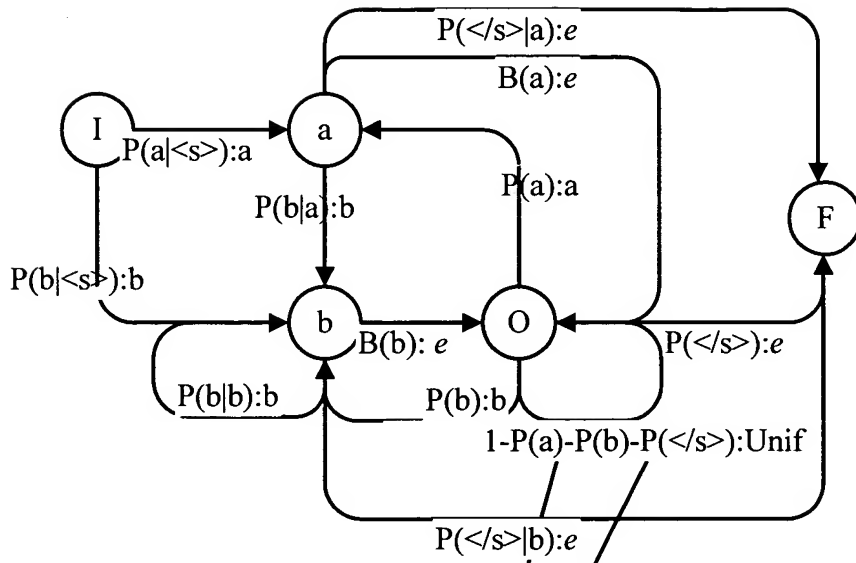


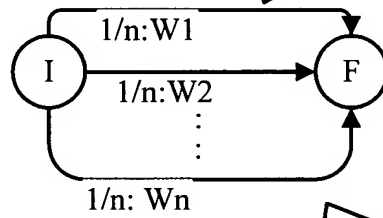
FIG. 17C



(a)

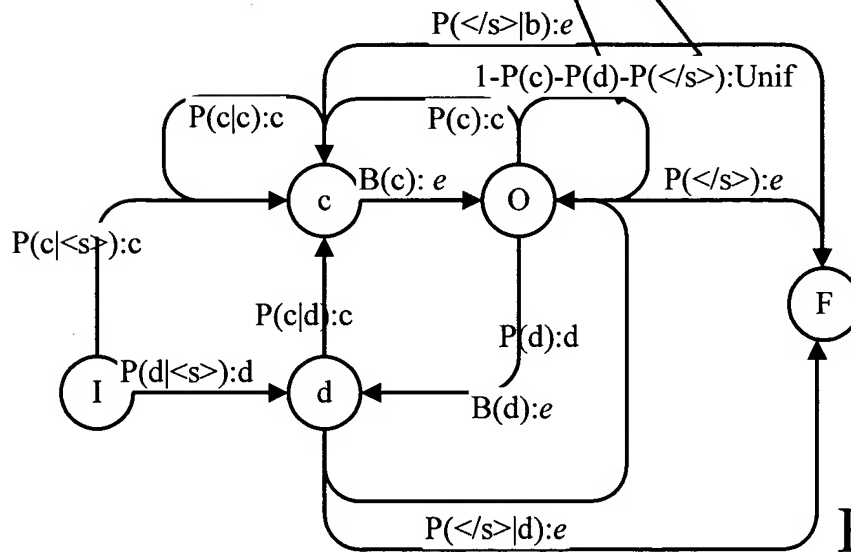
FIG. 18A

Unif:



(b)

FIG. 18B



(c)

FIG. 18C